HA-1577 1932
Maryland Route 165/Deer Creek Bridge
North Harford Church vicinity
public (unrestricted)

Carrying Maryland Route 165 over the Deer Creek near North Harford Church, Maryland, this bridge is a pony steel triangular truss, which measures 80 feet in length.

Erected in 1932, this bridge was built by the Roanoke Iron and Bridge Company of Roanoke, Virginia, and is one of only a few pony trusses in service on state roads. The Maryland Route 165/Deer Creek Bridge is one of six historic truss bridges -- part of Maryland's state road system in Harford County, and one of 26 bridges of the same general structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

H 12043

MARYLAND HISTORICAL TRUST HA-1577

MAGI # 1305763817

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Maryland 165/Deer Creek Bridge

2 LOCATION

STREET & NUMBER
North of

CITY, TOWN
North Harford Church ___ VICINITY OF

CONGRESSIONAL DISTRICT
1st

STATE
Maryland

COUNTY
Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME
State Highway Administration DOT Survey Telephone #:

STREET & NUMBER
301 West Preston Street

CITY, TOWN
Baltimore ___ VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

Liber #:
Folio #:

COURTHOUSE
REGISTRY OF DEEDS, ETC. Harford County Courthouse

STREET & NUMBER

CITY, TOWN
Belair

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

HF-157

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge is a pony steel triangular truss, 80' in length, and carries Maryland Route 165 over Deer Creek in a generally NE to SW direction. The roadway is 20' wide. All connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
1700-1799	ART	X ENGINEERING	MUSIC	THEATER
1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	X TRANSPORTATION
X 1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)
		INVENTION		

SPECIFIC DATES 1932

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Roanoke Iron & Bridge Company,
Roanoke, Virginia

One of the few pony trusses in service on state roads.
(See M/DOT general bridge significance, attached).

CONTINUE ON SEPARATE SHEET IF NECESSARY

NK-1577

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md.

Condit Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Fawn Grove, MD
Quadrangle Scale: 1:24 000
UTM References: 18.376310.4391470

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION — DATE

Maryland Historical Trust — 1980

STREET & NUMBER — TELEPHONE

21 State Circle — (301) 269-2438

CITY OR TOWN — STATE

Annapolis — Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures, In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be sidestepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the samll crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

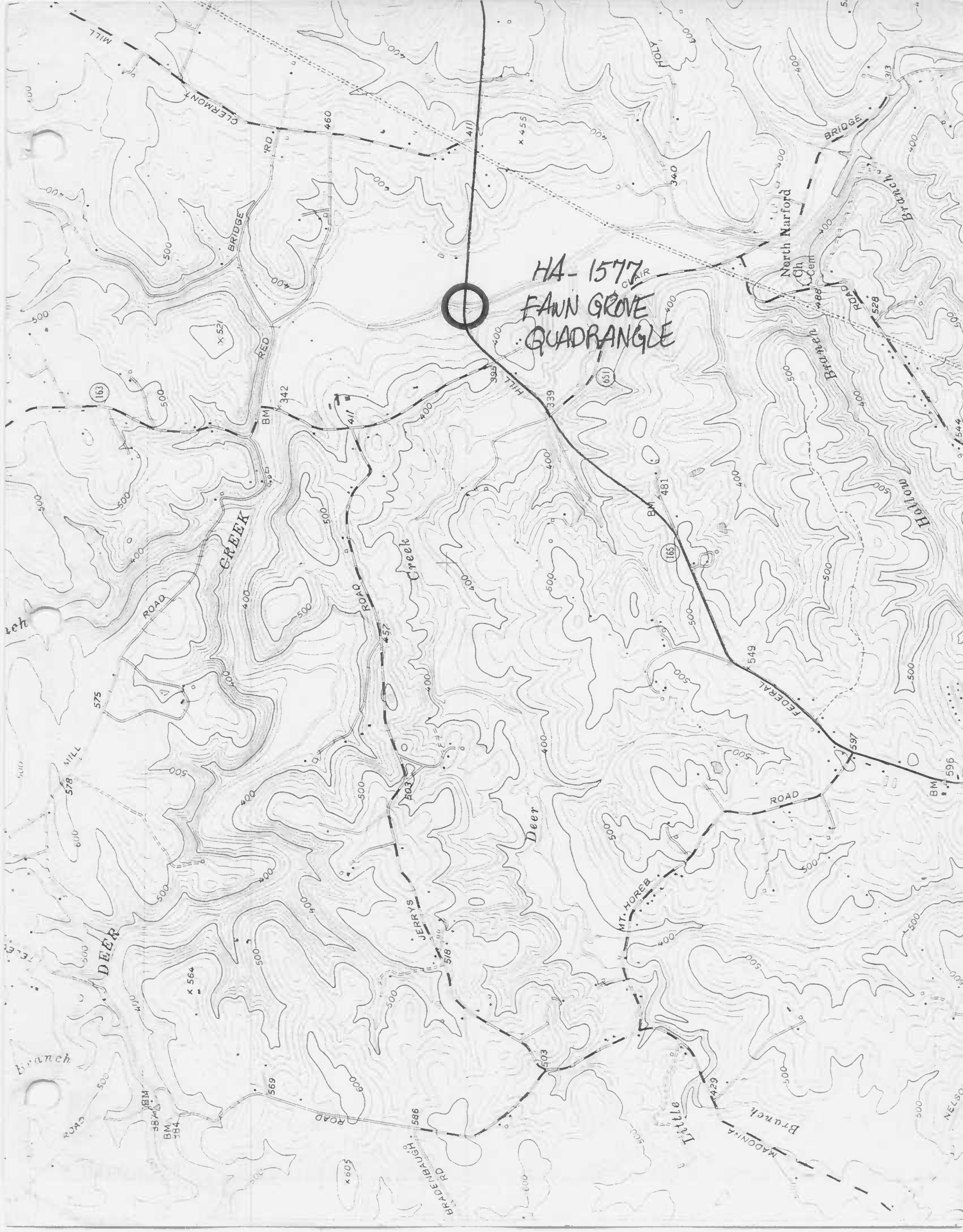
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

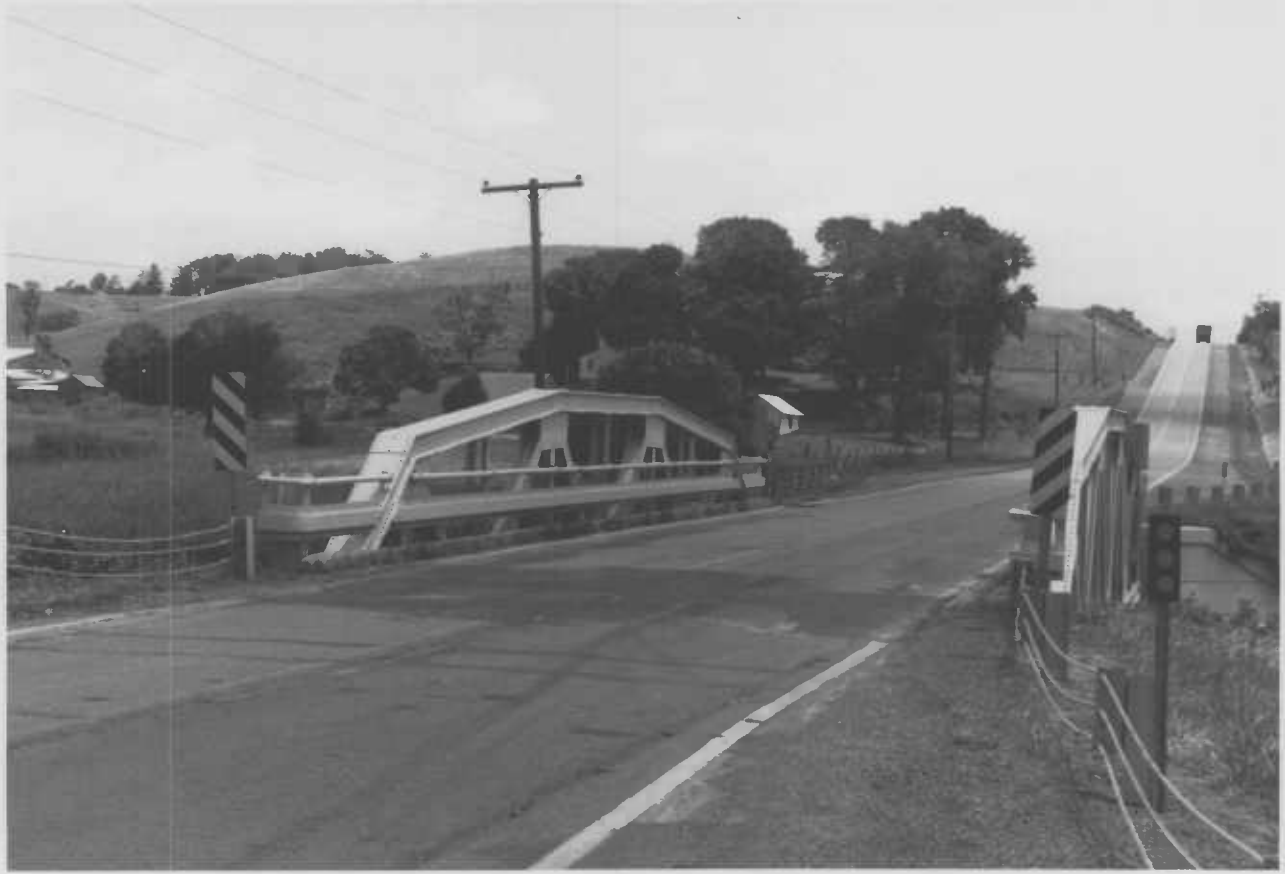
The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to site back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.


HA-1577
FAWN GROVE
QUADRANGLE
CLERMONT
MILL
BRIDGE
RED
RD
CREEK
ROAD
HILL
HOLY
BRIDGE
North Narford
Ch
Cem
ROAD
Branch
Hollow
FEDERAL
ROAD
Creek
Deer
DEER
JERRYS
MT. HOREB
Little
Branch
MADONNA
BRADENBAUGH RD
NELSON



HA-1577
Md 165/Deer Creek
M/DOT
Hnedak/Meyer
Winter 1980


BUILT BY
ROANOKE IRON
AND
BRIDGE WORKS
ROANOKE VA
1932

HA-1577
Md 165/Deer Creek
M/DOT
Hnedak/Meyer
Winter 1980